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CONFIDENTIAL
INFORMATION REPORT

REPORT

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1. The following installations were at the civil airfield located south of the railroad station of MINSK (27°34' E/ 53°54' N), White Russian SSR.
 - a. An asphalt runway, 5,000 x 135 feet, constructed by PWs between 1946 and March 1948.
 - b. An asphalt taxiway, 2,650x100 feet, leading to the runway and constructed by PWs between May and August 1948.
 - c. An asphalt aircraft dispersal area, 1,000 x 650 feet.
2. A hangar (400x200x40 feet), which had been under construction since 1947, was not completed in May 1949 (the roof was still lacking and the masonry work incomplete). Sections of a hangar dismantled at an airfield in the Soviet sector of BERLIN were used for the construction. Other sections of the BERLIN hangar are said to have been shipped to KIEV.
3. [REDACTED] 25X1
4. An octagonal control tower with a loudspeaker was built on the roof of the airport hotel. A radio installation was located nearby [REDACTED] 25X1
5. Airfield personnel.

The field was used by Soviet commercial aviation; its personnel was composed of about 150 civilians, including pilots, air crews, and ground personnel in addition to office employees. The radio station, however, was manned by air force soldiers. Most of the personnel were quartered at the field, some of them, particularly office employees, were trucked to and from the field.

CLASSIFICATION

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25 YEAR RE-REVIEW

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aircraft stationed at the field:

a. Permanent occupation:

(1) Four [] Douglas planes, also designated "D-84" by []
 part of the PWS. A commercial plane equipped with 2 in-
 line engines, retractable landing gear, low, oblong plexi-
 glass canopy []

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(2) About 11 or 12 Soviet Douglas planes, copies of the []
 Douglas craft, but with a small, blimp-like aluminum body
 instead of the plexiglass canopy []

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(3) About 20 to 24 U-2 biplanes, five of which were ambulance
 planes painted white or green. []

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Behind the pilot's seat there was a plexi-
 glass canopy sliding open in such a way that a litter could
 be put into the cabin from above.

b. Temporary occupation:

Individual commercial aircraft: Blimp-shaped fuselage, low-
 wing monoplane, two radial engines with four-bladed propeller,
 nose wheel, far projecting cockpit, door at right rear side,
 wide double-trapezoidal wings with rounded tips, set rather
 far to the rear. The Soviets called the craft an 11-12.
 Since late in September 1948 this plane would land at the
 field every three or four days about 4 p.m. On these days,
 local flights of about 12 minutes duration were conducted with
 this craft between 4 p.m. and 2 a.m. according to the
 Soviet flying personnel, these flights were the night fly-
 ing training of pilots stationed at the field.

7. Flying: The commercial aircraft had scheduled flights mainly
 on lines to KIEV, L'VIV, MOSCOW, LANSAT-BERLIN, and
 Kaliningrad (according to announcement over the loudspeaker).
 The U-2 biplanes presumably made courier flights.

Comment

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The reports on the location, stage of construction, and
 flying at the commercial airfield of Minsk-South present a
 clear picture. Although the reported estimates on the
 length of the runway and the size of the aircraft dispersal
 area differ, the following data may be assumed to be
 approximately correct:

Size of the field: About 10,000x6,600 feet.
 Runway: About 6,600x200 feet.

a. The concrete taxiways leading from the hangar or the
 dispersal area to the runway: About 100 feet wide.

b. The fact that the hangar under construction in Minsk was
 dismantled in BERLIN-Tempelhof can be considered as con-
 firmed.

c. The use of the field by the Civil Air Fleet is an
 established fact. Whether the presence of air force soldiers,
 which was reported several times, is due only to the existence
 of the radio station seems doubtful. According to another
 report, an air force ground personnel unit in charge
 of guard duties also seems to have been stationed there.

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The number of aircraft stationed at the field from 1947 to the summer of 1949 seems to have been almost constant. No unit is assumed to be stationed at the field in addition to the about 20 commercial Douglas planes and 20 to 30 biplanes. The occasional practice flights with IL-12s do not indicate an intended military occupation of the field.

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